

All Surface Cars in 4 Boroughs Stop; Hedley Promises Service To-day

BRITISH SEIZE 2-MILE FRONT NEAR POZIERES

Make Breach in Line Seriously Menacing Thiepval.

GERMAN THRUSTS AT FLEURY FAIL

French Hold Firm and Crown Prince Shifts Attack.

By ARTHUR S. DRAPER.

London, Aug. 5.—Terrific fighting, in which the British have cleared out nearly two miles of the German second line trenches north of Pozieres, and the French have recaptured the ground lost before Verdun, has continued all day along both battle fronts in the West. The struggles have been hand to hand and knife to knife in many places, and the losses on both sides, especially the German, are understood to be appalling.

The fiercest struggles and the heaviest German losses came in the attempts to recapture the Thiaumont work and the ruins of Fleury. The attacks on Thiaumont were abandoned after several had broken down, under the withering fire of the French rifles, leaving the dead piled in windrows along the lines of trenches. These attacks lasted from 9 o'clock last night till after daylight, and were almost as desperate and bloody as those which finally wrested Douaumont from the French three months ago.

Fleury Lines Attacked.

There were similar and equally futile attacks on the French lines in Fleury, and these are still going on, though they have made no appreciable change in the situation. In both these fights the German losses far exceeded those of the French, who fought under cover.

Finally, seeing the uselessness and terrible cost of the drives here, the Crown Prince shifted his attack. He tried first a blow near Pont-a-Mousson, which failed, and during the day launched two tremendous drives against the Vaux-le-Chapelle road, where there was a chance of breaking the French line and outflanking the Thiaumont position. The first of these failed; the second won a foothold in the French lines, but the Germans who reached the trenches were driven out or captured by a prompt French rally. Tonight the lines are unchanged.

Fleury More Important.

The French successes are considered far more important morally than from a military point of view. Thiaumont itself is of little value, as it is so completely swept by the artillery of both armies. It can hardly be used even as a base for the attack on Douaumont, which is expected soon. Fleury is of greater use, as the French, holding it, protect the approaches to the line of forts beginning there.

But morally the effect is considered very important. It must be doubly mortifying to the Germans, who have tried to convince the world that their advance there was proceeding slowly and methodically, but irresolutely. Another source of gratification lies in the fact that the Germans have limited their counter attacks to so narrow a front. It used to be their custom, whenever the French made a gain, to strike along many miles of trenches. That they have not done so to-day is believed to prove that they have not the men.

Haig Sweeps 6,000-Yard Line.

On the Somme front General Haig, with his customary deliberation, struck when he was ready, when the big guns had been brought up. The attack is declared to have been so sudden and powerful that the British losses were surprisingly small. The drive was made north of Pozieres, where the British gains have been smallest. It cleared the main second line positions and captured several hundred prisoners. West of Pozieres, also, the lines were pushed forward. The total front on which gains were made is about 5,000 yards long.

This constitutes the most important British success of the last week. The breach which has now been made in the German lines running south by southwest behind Thiepval and Pozieres increases greatly the threat to the communications of Thiepval, and may shortly lead to the German abandonment of this position.

Believes War's End In Sight in 5 Months

J. L. Garvin Expresses Britain's Confidence That Present Great Drives, East and West, Will Bring German Foe to Terms.

By J. L. GARVIN.
(By Cable to The Tribune.)

London, Aug. 5.—Let me frankly confess that apart from the daily death roll which chastens us the predominant feeling in England is one of quiet, and we hope not undue, satisfaction with ourselves. That is a rare mood in a society which carries self-deprecation to the point of mania. You need not fear that we shall become complacent. The cost of victory will be too harsh. There is still too much to do in the war. The tasks to be grappled with in peace will be too gigantic. For many a year there will be enough to keep us from laziness or conceit. That is why Britain by the strength of her moral as well as her material reorganization will probably be far greater than she has ever been. Meanwhile, we are proud of our country and our men. We venture to think that by comparison with the Germans we are going to prove ourselves after all the stronger stock.

We are coming to our own after the most prodigious work of total reconstruction for war purposes that any people ever accomplished in two years or even dreamed of doing in that time. The Germans do not praise us willingly, but they admit that we have done what they thought utterly impossible. That admission is enough. The Germans add that it is all because we hold the sea. We agree. But to hold the sea we have had to keep at work a million men, including our best artisans, solely employed in maintaining and increasing the fleet. Consequently, we have had to create with one hand, as it were, an army on the Continental scale with the stupendous range of new munition factories which are in course of equipping that army with the mightiest artillery in the world. Also—again thanks to our women—we have kept up our exports very nearly to peace level. We are still successfully financing, and shall finance to the end, a war which is now costing one and a quarter million of dollars every hour.

Soldiers Still Too Brave.

Our boys have shown themselves as entirely death-defying as were ever the Japanese. Without Oriental fatalism, they have yet leaped down into a worse than Manchurian furnace with heaven's own light in their eyes. All that can be said against our boys, officers or rankers, is that

CRASH IS NEAR, SAYS JOFFRE

Thinks Foe Shattered —Pays Tribute to America.

Headquarters of the General Staff in France, Aug. 5.—General Joseph Joffre, generalissimo of the French army, and the guiding spirit of the united army of the Entente Allies, today received The Associated Press correspondent here and for upward of an hour talked freely and fully on many interesting current phases of the war.

He expressed the view that the turning point of the great conflict had now been successfully reached and passed, and that with the united action of the Entente Allies on the many fronts they were pressing forward to the certain collapse of the German efforts and to an assured victory of the Allied armies.

Joffre's Great Command.

It was an exceptional opportunity to see and talk with the military commander who not only is head of the French army, but also is in supreme authority over the French, British and Belgian forces on the Western front and the French, British and Serbian armies of half a million men around Salonica, as well as being the senior commander in the united action by which the Allies are conducting simultaneous campaigns in the Russian, Italian, French and Balkan theatres as part of one systematic whole.

It is this recent coordination of the commands on the many fronts that has permitted General Joffre to give full scope to his military talent, which probably has been exercised over more full of the Allied nations than ever has fallen to one military commander.

Disregard of Conventions.

General Joffre appeared in one respect as General Grant is said to have done on the field of battle. Most of the French officers are scrupulously well groomed and dressed, and while General Joffre was not lacking in this, yet there was something suggesting General Grant's disregard of the little conventionalities of uniform and surface appearances. His heavy gray mustache and bristling hair gave some suggestion, also, of General Phil Sheridan, the great cavalry leader.

If I want to express my satisfaction in meeting you, and through you to express our feelings toward the American people," said General Joffre, speaking in an easy conversational tone, "a feeling of deep friendship has already existed between France and America, and it is particularly opportune, after France has been fighting for two years for the ideals dear to both countries, that this old friendship should be renewed and strengthened."

Unity of Allies Will Win.

Turning his attention to the actual condition of the campaign, General Joffre continued:

"Although the fighting is getting

TWENTY ROUNDS EACH TO STRIKE POLICEMEN

Auto Patrols Carry Ammunition to Car Guards.

Automobile police patrols, each in charge of a lieutenant and a detail of patrolmen, sped swiftly up Centre Street from Police Headquarters last night. Each chauffeur was chosen for his caution; the guards were the most alert men to be had. Each car carried 10,000 rounds of pistol ammunition.

"Just an ounce of prevention," declared Inspector Schmittberger, as the first raced uptown.

For the first time within the memory of most of the men on the force twenty rounds will be served to each man. A reserve supply will be kept in every station house.

GUARDSMAN LOSES RACE TO DEATHBED OF WIFE

Had Gone Back to Border a Second Time at Her Plea.

(By Telegraph to The Tribune.)

Camden, N. J., Aug. 5.—Captain S. G. Barnard, of Battery 3, Field Artillery of New Jersey, arrived in Camden tonight, the loser in a race to reach the bedside of his wife before she died.

Mrs. Barnard expired this morning at the home of her sister, Mrs. Charles Wilson, of 3534 North Gratz Street. She was ill when her husband went to the border. Once before her condition became alarming and he obtained a furlough and came home. His wife rallied and urged him to return to his command.

SIX RHINECLIFF HOMES RIFLED BY BURGLARS

Detectives Seek Clues to Baffling Thefts.

Burglars have visited six summer homes at Rhinecliff within a week. Wealthy residents of the place have invoked the aid of private detectives to guard their valuables. Sheriff Conklin, of Poughkeepsie, though he vows he will get the men "dead or alive, and probably some of them dead," has not even caught a glimpse of any of the gang.

He believes that it is composed of at least half a dozen, some of them recently released from prison. Their daring escapades lead him to believe that they have a safe hiding place somewhere along the Hudson and sail forth in powerful motor boats on their expeditions.

Mrs. Thomas Howard, whose home on the Rhinecliff Road, near Hyde Park, is diagonally across from that of Frederick W. Vanderbilt, awoke to see the vague shape of a man flashing an electric torch in her room. She saw him pocket her jewels and vanish. He was masked from eyes to chin.

That was on Saturday of last week. The same night the Rhinecliff home of W. Starr Miller, of 39 Fifth Avenue, was entered. The family was at Newport, and the burglars' search for valuables was fruitless. Wednesday night raids were made on Ellerslie, the estate of Levi F. Mortton, and on the home of H. E. Montgomery, where the robbers rifled a guest's pockets and cut pictures from their frames. Mrs. Richard Aldrich and William Delano are others whose houses were entered, though the intruders were frightened away before they found anything.

SUBWAY AND 'L' SURE MEN ARE LOYAL

Shonts Confident Threatened Strike Will Not Materialize.

UNION MEN SAY WALKOUT IS SURE

Hint That Employees Will All Be Called Out This Week.

NO STRIKE, SHONTS SAYS; UNION SAYS YES

"Will the men on the elevated and subway strike?"

"I don't think so, but I am not a prophet."—T. P. Shonts, of the Interborough Rapid Transit.

"It is up to Mr. Shonts. We do not wish to cause the people of New York any inconvenience, but unless Mr. Shonts recedes from his present attitude the men on those lines will not only strike, but they will strike hard. They will tie up those systems tighter than the subway was tied up at the time of the Fifty-seventh Street explosion. That is not a prophecy. It is a statement of fact."—William B. Fitzgerald, general organizer of the Amalgamated Association of Street and Electric Railway Employees of America.

The question of a tie-up this week on the subway and elevated lines worried New Yorkers yesterday.

Theodore P. Shonts, Frank Hedley and other officials of the Interborough system insisted that they would have no difficulty in keeping these lines open, and by so doing break the surface car strike.

William D. Mahon and William P. Fitzpatrick, representing the men, declared that in their turn the Interborough men would be called out, and preparatory to such action made public yesterday the demands of the men employed on the system for union recognition, higher wages and better working conditions. All except the question of organization they are willing to arbitrate. On that they will fight.

"Do you think the men on the subway and elevated systems are preparing to strike?" Mr. Shonts was asked last night.

"Why, no," he replied, "I have not been to my office to-day, but they have been telephoning me that the petitions from the men have been coming in all day long stating that they are loyal and do not want to strike. I do not know what the percentage is for all the men, but for the motormen it is 100 per cent. On the basis of this, how can there be a strike?"

Officially, no time has been set for a strike. Unofficially, leaders of the Amalgamated Association say Tuesday night probably and Wednesday at the

Woman Starts Small Riot.

An eastbound Eighty-sixth Street car was stalled at Lexington Avenue, and in an instant was the centre of a buzzing crowd.

Patrolman Alfred Winters, who was riding on the front platform, jumped off and began to clear a way for the car. As he shoved the throng back Mrs. Tessie Sonvaggio, of 225 East Eighty-sixth Street, who was in the front rank, shrieked something at him. The patrolman seized her by the arm, and she drew at him tooth and nail, biting him in the cheek so that the blood flowed. In an instant the policeman was the centre of a seething mob, a part of which was fired by curiosity and a part by the conviction that a policeman was beating a woman. He was being crowded off his feet, though still clinging to his prisoner, when a big touring car carrying a uniformed policeman on the running board and nine men in plain clothes drew up at the edge of the crowd.

Locusts Awe Crowd.

With billies swinging up and down, the ten forced their way to the side of Winters and his prisoner. They were gradually beating the crowd back when a platoon of twenty or thirty uniformed patrolmen charged and dispersed the gathering. Mrs. Sonvaggio was locked up. Winters was treated at Reception Hospital. Patrick Humphries, motorman on the stalled car, was hit with a rock and was taken to Presbyterian Hospital.

A few minutes later another car was

How the Cars Ran Yesterday

Police figures on the number of cars in operation in the five boroughs yesterday, together with the normal number of cars in service, are as follows:

	Normal.	9 a. m.	3 p. m.	6 p. m.
New York Railways Co.	1291	536	398	401
Union Railways Co., Bronx	252	109	103	99
Third Avenue Railway Co., Manhattan	505	73	90	46
Second Avenue Railway Co.	115	100	27	22
New York & Queens County Railroad Co.	131	81	69	84

Richmond Light & Railroad Company. (Men struck at 6:15, all traffic ceasing until Monday.)

At 8 o'clock every car in Manhattan, The Bronx and Queens was run into the barns and traffic stopped for the night.

SHOTS FIRED IN CAR RIOT BEACH CROWDS HELD BY TIE-UP

Whiz of Bullet Stops Striking Motormen— Woman Arrested.

Sporadic rioting marked the course of the strike along the green car routes yesterday. Speeding cars were greeted with hoots and jeers, and the moment one was stalled a crowd gathered intent upon making life miserable for the crew. Bricks and other missiles were generously used. Several arrests were made, and one patrolman had recourse to his revolver.

The brunt of the disorder fell upon the Eighty-sixth Street cross-town lines, whose cars had to pass the strike headquarters, on East Eighty-sixth Street. Motormen and conductors on the Madison Avenue line also found that every run was during a gantlet, and finally, at 3 o'clock, declared they would risk their skins no more until Sunday.

Police commissioners, inspectors and captains raced through the streets in automobiles inspecting their lines of defence. Shabby taxicabs dodged about, carrying crews of from four to six able-bodied, alert-looking men, who might have been either guards employed by the railroad company or emissaries of the strikers. There was no organized attempt at violence anywhere, but everywhere were possibilities of trouble, which kept the police on their mettle.

Richmond Car Strike Maroons 20,000 at Two Resorts.

At 6:15 o'clock last night 20,000 men, women and children crowded at South Beach and Midland Beach, on Staten Island, happy in the possession of a dime carfare, a hot dog and a sea bath and having the time of their lives. Fifteen minutes later the sad sea waves were sadder, the hot dog had grown cold from inattention and the purchasing possibilities of the dime had dwindled to minus nothing. South Beach and Midland Beach were transformed from palaces of pleasure into abodes of deepest despair.

For in those fifteen minutes the luckless 20,000 heard the 400 motormen and conductors of the Richmond Light & Railroad Company, which operates all the trolley lines in the Borough of Richmond, had joined the striking car men and that all streetcar traffic had stopped at 6:15 o'clock. The front rank of the crowd patiently waiting for transportation heard it first, when a starter looked at his watch, gathered up his red flags and his switch bars and said he guessed he'd be going home, for there wouldn't be any sense in staying there with nothing to do.

Thousands Walk, Thousands Wait.

"What do you mean nothing to do?" asked a man.

"Everybody but me is on a strike," said the starter. "There won't be any more cars until Monday, and maybe not then."

From that moment the crowd at both Midland and South beaches didn't have any fun. It is twelve miles by a dusty road from the former resort to the Municipal Ferry at St. George, and eight miles by another dusty road from South Beach to the ferry. The Rapid Transit trains were running occasionally, but they weren't running for very many of the South Beach and Midland Beach pleasure seekers, for most of those who frequent these resorts are lucky, as a rule, if they get through a day of pleasure with a dime left for ferry and carfare. Several persons of a commercial turn of mind attempted to inaugurate a "bus service to the ferry," but this wasn't patronized to any great extent, either, because all the half dollars and dollars were in the hands of the hot dog and bathhouse men.

Hot Dog Men Are Happy.

It was walk or wait. Thousands walked and thousands waited. Long after midnight the roads from the beaches were thick with unnamable hordes. Hundreds of men and boys slept on the beaches, lulled into a broken sleep by the song of the sad sea waves. The men and the women and children walked. A few hardy souls managed to reach the ferry house and boarded the late boats to Manhattan and New Jersey, their best clothes coated with dust and their faces begrimed. Nobody was happy but the hot dog and sandwich men, who cheerfully set about preparations to furnish breakfast to thousands and snare the last remaining nickel.

The calling of the Richmond strike followed a three-hour conference between a committee of the men and William R. Rand, vice-president and general manager of the railroad company. The men demanded an increase of wages from 25 cents an hour to 30 cents, with 33 cents for overtime, and recognition of the union. Mr. Rand told them he would grant the increase, but could not agree to recognize the union until he had submitted the proposition to his board of directors. This he promised to do on Tuesday, if the men would return to work in the mean time.

Power Plant Men May Quit.

At a meeting in Emerald Hall, in New Brighton, half an hour later, the trolley men rejected Mr. Rand's offer and voted to strike at once. A committee stationed outside the ferry-house at St. George at 6 o'clock notified all car crews of the decision. The men were instructed to turn their cars in after they had handled the traffic from the 6:15 boat from Manhattan. The last wheel stopped turning at 6:15.

STRIKE ON GREEN LINES TIES UP ALL MANHATTAN

Destruction of Property and Rioting Mark Spread to Richmond and Queens.

MEN IN CITY ARE OFFERED DOUBLE PAY TO BE LOYAL

60 Per Cent of Normal Day Traffic Maintained —Walk-Out on Subway, Elevated and B. R. T. Is Threatening.

The most important developments in the car strike situation yesterday were these:

Not a surface car in the entire city, except in Brooklyn, was operated after 8 o'clock last night.

Service was discontinued through no lack of men to man the cars, but through fear of violence. When adequate police protection is available service will be resumed, said President Theodore P. Shonts.

Officials of the green car lines in Manhattan threatened not to operate to-day unless the police promised to put two uniformed policemen on each car. The police offered to comply wherever it was deemed necessary.

About 500 Interborough subway guards and ticket agents formulated demands for union recognition and higher wages and threatened to strike Tuesday or Wednesday.

Brooklyn Rapid Transit employees repudiated President Timothy S. Williams's loyalty letter. A strike involving 10,300 employees on the Brooklyn surface and elevated lines is planned for the middle or the end of next week.

The Brotherhood of Locomotive Engineers and Firemen promised cooperation with the street car men here.

Service on the green cars decreased from 60 per cent in the morning to 30 per cent in the evening.

Every streetcar line in the greater city, with the exception of the B. R. T., is crippled by a strike that is spreading rapidly and which grows in bitterness. Yesterday's test of strength on the green and blue cars in Manhattan and the surface lines in Richmond and Queens offered scant hope of averting a strike call on the B. R. T. lines, the subway and the elevated. The situation reached the most menacing stage thus far.

The two most serious developments of the day, as far as the interest of some 5,000,000 persons who travel daily on lines in the city is concerned, were these:

About 500 subway guards and ticket agents formulated demands upon the Interborough for union recognition, increase in wages and abolition of the long-graded scale, which necessitates eight years' service before the maximum pay is obtained. The men plan to strike Tuesday night or Wednesday unless the company meets their demands.

B. R. T. Men Deny Statement.

A committee of B. R. T. employees claiming to represent 90 per cent of their fellow workers in Brooklyn prepared at a secret meeting a denial of the company's newspaper statements that the men were satisfied. This committee charged that signatures to the loyalty letter published by Colonel Timothy S. Williams, president of the B. R. T., were obtained by intimidation.

All the green and blue cars which were operated in noticeably decreasing numbers throughout the day were called back to the barns at 8 o'clock last night and locked up. The Staten Island Traction Company had to suspend operations when its men quit at 6:15 o'clock. No Queens cars ran after 8:30 p. m.

It was announced officially at the Fifth Street and Seventh Avenue car barns of the New York Railways Company—the green car line—that no cars would be operated to-day, tomorrow or any day until Police Commissioner Woods promised to put two uniformed policemen on every car that left the barns.

Inspector Cohen, when told of the statement that no cars would be operated without two police guards, said he had been informed by the railway officials that service would be resumed at 7 o'clock this morning.

H. Fay Case, secretary to Commissioner Woods, said the Commissioner would not comment on the report, as it had not come to him officially. He said the inspectors would continue to use their discretion in placing uniformed men on cars when circumstances warranted.

The company protested all day that the one man to a car was not adequate because of intimidation of the conductors, and late yesterday

afternoon its protests won two men to every car on the Eighty-sixth Street road through Central Park, where one of the most serious riots occurred.

Oscar Straus, chairman of the Public Service Commission, said yesterday:

"No matter what the outcome of the Monday meeting of the Third Avenue board of directors, we will do all that we can to help the men hold their legal rights, but it is not yet clear how we can act. Differences between the various companies and their employees are not ours to settle, but we can and will see that the rights of each side are observed and that the position of each is made clear."

"I have used and will continue to use whatever influence I have obtained as mediator in the past to prevail on both sides to settle their differences without violence."


Operation in all parts of the city in defiance of the strike created the worst outbreaks of violence since the walk-out started. The companies' determination to operate their lines incensed the strikers more and more as the day wore on.

Dozens of cars were stoned, windows were smashed and many persons injured in the riots that followed strikers' attempts to stop traf-

West of East

How much do you know of conditions west of the Atlantic seaboard, of the finances and the economic conditions? Not as much as you would like to, probably. And not as much as you will know if you read Garrett's series of articles "West of East."

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